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# NASA TECHNICAL MEMORANDUM

(NASA-TM-78279) USER'S GUIDE FOR SKYLAB DYNAMICS PROGRAM, SKYDYN (NASA) 73 P CSCL 09B

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USERS GUIDE FOR SKYLAB DYNAMICS PROGRAM, SKYDYN

M. S. Hopkins Systems Dynamics Laboratory

May. 1980



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The Skylab Dynamics I	rogram (SKYDYN) is an	extensively modified version
of the 6-degree-of-freedom d	igital program REENTR,	geveloped by Northrop
Services, Inc., Huntsville, A	L. The program REENT	R was modified for the
Honeywell CP-V System and	was tailored to the specif	ic requirements for Skylab.
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This user's manual pro	vides a description of the	e capabilities of SKYDYN,
the required input data and	the resulting program out	tput.
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#### TECHNICAL MEMORANDUM

# USERS GUIDE FOR SKYLAB DYNAMICS PROGRAM, SKYDYN

#### I. INTRODUCTION

The program SKYDYN was developed to simulate the orbital dynamics of an uncontrolled asymmetric vehicle subjected to perturbing torques due to gravity gradient and aerodynamic forces. The program utilizes an oblate rotating Earth model and a variable step size, five-pass Runge-Kutta integration scheme. Quaternions are used to represent the attitude of the vehicle; thus, there are no restrictions on attitude or small angle motion.

The versatility of the program output allows the user to specify the output parameters without reprogramming. Tape output can be used for plotting or as input to other programs for open-loop calculations that would otherwise increase the run time for the dynamics program.

The input data requirements and a sample data input listing are given in Section II. Program output specifications and a sample program printout are given in Section III.

Appendix A presents definitions of the program variables. The reference frames and corresponding transformation are given in Appendix B. The equations of motion used in the simulation are presented in Appendix C. A listing of the main routine, SKYDYN, and all subroutines used are given in Appendix D.

## II. INPUT DATA REQUIREMENTS

#### A. Data Input

Table 1 defines the variables required as input to the program SKYDYN. A change in code number indicates the beginning of a new line of input. Each variable specified to be printed and/or saved on tape (see Code 2) begins a new line of input with a maximum of 90 lines per run.

All angular data are input in degrees and converted to radians at the start of each simulation. A more detailed description of the table input for density and aerodynamic coefficients is presented following the list of input data requirements. The transformation matrix from principal to body axes (Code 25) is used for open-loop calculations only, and if data are unavailable, dummy variables may be used as input.

All data listed in Table 1 are required for initialization of the program. If it is desired to restart the simulation with initial conditions saved from a previous run (IOPT1=1), card input data for Codes 23 and 24, the initial start time and integration step size are ignored. For multiple cases (NCASE > 1, Code 1), data cards Codes 17 through 25 are repeated. Card input data are assigned to Unit 5. Tape input (see IOPT1, Code 19) is assigned to Unit 14.

A typical data input listing is given in Section II. D.

TABLE 1. SKYDYN INPUT

Code	Program Symbol	Variable <u>Definition</u>	Units	Format
1	NCASE	Case number	Unitless	(Col 1-5)
	NX	Number of integration variables	Unitless	I5 (Col 6-10)
2	IVAR	Location of variable in common to be printed and/or saved on tape	Unitless	I3 (Col 1-3)
	ISCAL	Scale factor designation ISCAL=0, Scale factor=1.; ISCAL=1, Scale factor=57.29578; ISCAL=0 or =1, Scale factor supplied by user.	Unitless	I1 (Col 5)

# TABLE 1. (Continued)

Code	Program Symbol	Variable Definition	Units	Format
	SCAL	Scale factor	User Specified	E12.5 (Col 7-18)
	PNAME	Name to be assigned to printed variables	l'initless	A4 (Col 19-22)
	IPW	Print and/or save designation: =0, print and save; =1, print only; =2 save only	<b>Únitle</b> ss	I1 (Col 23)
3		Blank card to signify end of output variables		
4	ATNM(I) I=1,18	Atmosphere Title Card	Unitless	18A4
5	TLAT(I) I=1,11	Latitude table for density lookup	deg	<b>7F8.3</b>
6	TLNG(I) I=1,37	Longitude table for density lookup	deg	<b>7F8.3</b>
7	FRHO(I,J) I=1,11 J=1,37	Atmospheric density	kg/m <sup>3</sup>	6E9.3
8	NALP	Number of total angle-of- attack values	Unitless	I5 (Col 1-5)
	NPHIA	Number of aerodynamic roll angle values	Unitless	I5 (Col 6-10)
9	TALP(I) I=1,NALP	Total angle-of-attack table for aerodynamic data lookup	deg	<b>7F8.</b> 3
10	TPHIA(I) I=1,NPHIA	Aerodynamic roll angle table for aerodynamic data lookup	deg	7F8.3
11	FCA(I,J) I=1,NPHIA J=1,NALP	Axial force coefficient	Unitless	7F8.3
12	FCN(I,J) I=1,NPHIA J=1,NALP	Normal force coefficient	Unitless	7F8.3
13	FCY(I,J) I=1,NPHIA J=1,NALP	Side force coefficient	Unitless	7F8.3

TABLE 1. (Continued)

Code	Program Symbol	Variable Definition	<u>Units</u>	Format
14	FCM(I,J) I=1,NPHIA J=1,NALP	Pitching moment coefficient	Unitless	7F8.3
15	FCEN(I,J) I=1,NPHIA J=1,NALP	Yawing moment coefficient	Unitless	<b>7F8.3</b>
16	FCL(I,J) I=1,NPHIA J=1,NALP	Rolling moment coefficient	Unit!ess	7F8.3
17	CASE(I) I=1,18	Case title card	Unitless	18A4
18	PROPT	Multiplier for print interval (Print interval=PROPT*DTP)	Unitless	F10.1
19	DT	Initial integration time step	sec	F10.4
	DTP	Output frequency for save tape	sec	F10.4
	DTSAM	Specified time to save variables for restart	sec	F10.4
	TRUN	Total run time	sec	F10.4
	TIME	Initial start time	sec	F10.4
	IOPT1	Initialization option =0, use initial conditions from data pack =1, read in initial conditions from tape	Unitless	15
20	WT	Vehicle weight	lb	F10.4
	XCG	Vehicle cg in x-direction	ft	F10.4
	YCG	Vehicle cg in y-direction	ft	F10.4
	ZCG	Vehicle cg in z-direction	ft	F10.4
	XMRP	Aerodynamic moment reference point in x-direction	ft	F10.4
	YMRP	Aerodynamic moment reference point in Y-direction	ft	F10.4
	ZMRP	Aerodynamic moment reference point in z-direction	ft	F10.4

TABLE 1. (Continued)

Code	Program Symbol	Variable Definition	Units	Format
21	DREF	Aerodynamic reference diameter	ft	F10.4
	SREF	Aerodynamic reference area	ft <sup>2</sup>	F10.4
22	IXYZ(1,1)	Moment of inertia about x-axis	slugs-ft <sup>2</sup>	F10.1
	IXYZ(2,2)	Moment of inertia about y-axis	slugs-ft <sup>2</sup>	F10.1
	IXYZ(3,3)	Moment of inertia about z-axis	slugs-ft <sup>2</sup>	F10.1
	IXYZ(1,2)	xy product of inertia	slugs-ft <sup>2</sup>	F10.1
	IXYZ(1,3)	xz product of inertia	slugs-ft <sup>2</sup>	F10.1
	IXYZ(2,3)	yz product of inertia	$slugs-ft^2$	F10.1
23	PSI	Geocentric latitude (posi- tive north and negative south of equator)	deg	F10.6
	LAMDE	Earth fixed longitude (positive east and nega- tive west of Greenwich)	deg	F10.5
	RMAG	Radius vector magnitude	ft	F10.2
	VIMAG	Inertial velocity	ft/sec	F10.3
	SIGI	Inertial heading (pos- itive clockwise from north)	deg	F10.6
	GAMI	Inertial flight path angle (positive up from local geocentric horizontal)	deg	F10.8
24	PHIBI	Initial bank angle	deg	F10.5
	ALPHAI	Initial total angle-of- attack	deg	F10.5
	PHIAI	Initial aerodynamic roll angle	deg	F10.5

TABLE 1. (Continued)

Code	Program Symbol	Variable Definition	<u>Units</u>	Format
•	PQR(I) I=1,3	Initial rates about x, y, and z body axes, respectively	deg/sec	3F10.5
25	ABP(I,J) J=1,3 I=1,3	Transformation matrix from principal axes to body axes	Unitless	610.5
26		Blank card to signify termination of input data		

### B. Density Table Input

The density table input is a bivariate function of latitude ( $\psi$ ) and longitude ( $\lambda$ ). The density values were determined for a specified altitude using the Jacchia 1970-3 atmosphere model and predicted solar and geomagnetic data provided by Space Sciences Laboratory, Marshall Space Flight Center.

The dependent density values are input in the following manner:

$$\rho(\psi_{1}, \lambda_{1}) \rho(\psi_{2}, \lambda_{1}) \dots \rho(\psi_{6}, \lambda_{1})$$

$$\rho(\psi_{7}, \lambda_{1}) \dots \rho(\psi_{11}, \lambda_{1})$$

$$\vdots$$

$$\rho(\psi_{1}, \lambda_{37}) \rho(\psi_{2}, \lambda_{37}) \dots \rho(\psi_{6}, \lambda_{37})$$

$$\rho(\psi_{7}, \lambda_{37}) \dots \rho(\psi_{11}, \lambda_{37})$$

#### C. Aerodynamic Coefficients Table Input

The aerodynamic coefficients are bivariate functions of aerodynamic roll angle  $(\phi_G)$  and total angle-of-attack  $(\alpha_T)$ . The dimension of these tables is chosen by the user with the restriction that all six coefficients must have the same dimension.

For the sample case presented, the coefficients are dimensioned 21  $\times$  11 and are input in the following manner:

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#### III. PROGRAM OUTPUT

## A. Output Specifications

The program allows the user to specify up to 90 variables, contained in the first 999 locations of the common block, for printing or to be saved on tape. Printed output data are assigned to Unit 6. Each block of printed data are preceded by the simulation time and case title. The block of printed data (6 variables per line of print) uses an E15.8 format with a four character identification name.

All tape output data are written in binary form. Variables saved for restart are assigned to Unit 13. Data to be plotted or used as input to other programs are assigned to Unit 12. The first variable of the data block saved is the simulation time in seconds. The remaining variables, and their order of output, are specified by the input data (See Section III, Code 2).

#EIGHT = 157710,000	CASE NUMBER -1
FUCE LEMCTH = ( .0000, .0000, .0000)  ENCE LEMCTH = ( .0000, .0000, .0000)  ENCE LEMCTH = .33.0000  ENCE LEMCTH = .33.0000  ENCE LEMCTH = .33.0000  -391287.0  -39128	***************************************
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NDITIONS******  28.  28.  29.  20.  20.  20.  20.  20.  20.  20	IX = 632989.0 -45813.0 -391287. -45813.0 -2870412.0 -19334.0 2751954.
28.  DE = .000000  0000  ATH ANGLE = .000000  DATA - PHIBI +1 = -92.00000  PHIAI +1 = 270.0000  S ROLL RATE = 1.73623  PITCH RATE = 1.73623  YAW RATE = .12772  YAW RATE = .12772  GRMATIGN*****  SSL. DENSITIES,F(LAT,LOHC),230NM,MEASURED	**************************************
= 25120.315 = 40.00000 ATH ANGLE = .000000 DATA - PHIBI +1 = -92.00000 PHIAI +1 = 270.0000 PHIAI +1 = 270.0000 S ROLL RATE = 1.73623 PAM RATE = .12772 YAM RATE = .12772 100630E-01 .9781355E 00 .2069051E 760309E.00 .1620730E-011765375E ORMATIGN*****	= 22323238. C LATITUDE =
DATA - PHIBI +1 = -92.00000  ALPHAI +2 = 88.77740  PHIAI +1 = 270.0000  S ROLL RATE = 1.73623  YAW RATE = .12772  441605E 00 .1620730E-011765375E  760309E 00 .20781355E 00 .2069051E  760309E 00 .2078135E 00 .2069051E  760309E 00 .2078135E 00 .3069051E  760309E 00 .2078135E 00 .3069051E	VELOCITY = 25120,315 HEADING = 40.00000 = FLIGHT PATH ANGLE =
S ROLL RATE = 1.73623 YAW RATE = .12772 YAW RATE = .12772 841605E.00 .1620730E-01 .2069051E 760309E.00 .2073364E.00 .9623018E 760309E.00 .2073364E.00 .9623018E	ATTITUDE DATA - PHIBI +1 = ALPHAI +2 = PHIAI +1 =
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8.84000000E 01 GSSR 10000238E 01 PHIB15057682E 03 ALPT .10550746E 03 PHIA .28742493E 03 VREL14000000E 02 GAMR81378081E-01 SIGR13883130E 03 VELK6445305E-02 TABK .2206646E 00 CARI .1058238E 01 PD07 .2263465E 00 TOAX955025E-02 TABK .36510405E 01 CAR2 .11698238E 01 PD07 .2264313305E-02 GGS2.22647672E 01 TOAX9550296E-02 TABK .365104056E 01 CAR2 .1169829E 01 DAY9393469E-02 TABZ .22447672E 01 CAR3 .126746E 00 BR3183938097E 00 BR1294102994E00 BR225944360E-01 BR33 .1267431E 00 BR22594436E 00 BR334296928E 00 IB1383938097E 00 BR1294102994E00 BR225944360E-01 BR33 .1726502E 00 IB3115872397E 00 IB22817726502E 00 IB3115872397E 00 BR22594436E-02 BR334296928E 00 IB1316593185E 00 IB22817726502E 00 IB3115872397E 03 GAMI .96768489E-02 SIGI .251920151E 00 IB225476614E 00 LB3255623928E 00 IB1316593185E 00 IB23817726502E 02 IB3115872397E 03 GAMI .96768489E-02 SIGI .251920151E 00 IB225944360E-02 GAMP81904632E-01 RAY509594036E 03 VELK20857588E 04 VELY .630727332E 04 VELX .138445916E 03 GAMP27343138E-02 GGS165834889E 00 TOAX60996402E-01 TABY .15455743E 00 GR321045676E 00 BR325944396E-02 GGS323628.01047210429614E 01 TOAX40890499E-03 TABX39743919E.00 GR321046749E 00 BR325940360E 02 GGS32364E.01 TOAX40890499E-03 TABX39743919E.00 GGS323628.0104721040406E 00 BR3220126521E 00 GGS323628.01047204089949E-03 TABX39743919E-01 GGS3237276E 00 BR32212823918E 00 GGS3237276E 00 GR322338905E 00 GGS3249397728E 00 IB333977732E 04 GGS3249397772E 00 IB333977776E 00 IB	TIME	3024000E	SANPLE CASE						
L. 1400000E 02 GANR88478081E-01 SIGR-13883130E 03 YELX6445305E 04 VELY22682484E 05 VELX15400000E 02 GANR-88378081E-01 SIGR-13883130E 03 TOX36590265E-02 TABR2906666E 00 CARR-1199429EE 00 BUDT2055430E-02 GGB32242885GE 01 TOX19890469E-02 TABR36314056E 01 CARR-1199429EE 00 BUDT2055430E-02 GGB32242885GE 01 TOX1980469E-02 TABR36314056E-01 BR32-5914060E-01 BR32-5914060E-01 BR32-5914060E-01 BR32-5914060E-01 BR32-5914060E-01 BR32-5914060E-01 BR33-512631406E 00 BR31-833095E 00 BR31-8330897E 00 BR31-83849382E 00 BR23-5914060E-01 BR32-5914060E-01 BR32-5914060E-01 BR32-5914060E-01 BR33-626928E 00 IBI1 83849382E 00 IB23-8179353E 00 IB33-8179353E 00 IB33-8179355E 00 IB33-817935E 00 IB33-8179375E 00 IB33-8179375E 00 IB33-8179375E 00 IB33-8179375E 00 IB33-817985E-02 IB33-817985E-02 IB33-817985E-03 IB33-817985E-03 IB33-817985E-03 IB33-817985E-03 IB33-817985E-03 IB33-817985E-03 IB33-817988-04 IB33-817988-05 IB33-817988-05 IB33-81798-05 IB33-81798-05 IB33-81798-05 IB33-81798-05 IB33-81798-05 IB33-81798-05 IB33-817988-05 IB33-81798-05 IB38-81798-05 IB38-81798-05 IB38-81798-05 IB38-81798-05	THOR	.84000000E	<u>(4)</u>	15057682E 0	ALP	PHIA	0	ì	2279E 05
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*14000000E 02 GARR81904632E-01 SIGR .11920856E 03 VELX20857588E 04 VELY .63072732E 04 TELZ .1314916E-01 PDOT67096724F-03 GGB165834859E 00 TOAX60909402E-01 TABX59743919E_00 _CARL .13844596E 00 QDOT27343138E-02 GGB2 .12049614E 01 TOAX60909402E-01 TABY .12455743E 01 CAR2 .19644596E 00 QDOT27343138E-02 GGB2 .3330405E 01 TOAX40612918E-01 TABY .12455743E 01 CAR3 .19642582E 00 QDOT2734313830E-02 GGB2 .3330405E 00 BR3Z93155151E 00 BR3Z93155151E 00 BR3Z93155151E 00 BR3Z321282291E 00 BR3Z54014906E 00 BB1Z5401900 BR2Z55121353E 00 IB3Z .30754901E 00 IB22 .81338905E 00 IB3Z49397728E 00 IB13 .93237276E 00 IB23 .15375084E 00 IB3Z .39717489E-14 .488AR .11569266E-05 LAT43301751E 02 LONI .12554690E 03 GANI .60318506E-02 SIGI	THOR.	- 98 0000000E	10000278E	-57168979E	94970126E	1	1	,	1978F AK
	DELT	.14000000E	GAMR81904632E-01	.11920856E	VELX 20857588E	VELY			1179E 05
### 19042582E 00 RDOT 43338830E-02 GCB3-36304254E 01 TOTA-4080495E-01 TABZ 35626336E-01 CAR3 RII86639555E-01 BR218338830E-02 GCB3-36504254E 01 TOTA-4080495E-02 TABZ 35626336E-01 CAR3 RII86639555E-01 BR2183715151E 00 BR3154014906E 00 BR32 40804247E 00 BR22 50403256E 00 RR31-565346E 00 RR3119022277E 00 RR2156121353E 00 RR3186121353E 00 RR3	1			- 0363463VE-	TUAX 4040909402E-	TABX	439195-00-	CAR18739	10 3780
BR2183715151E 0G BR3154014906E 00 BR12 .26199547E 00 BR22 .50403256E 00 RR32 BR2321282291E 00 RR33-17565346E 00 IB11-19022277E 00 IB21-56121351E 00 IB31 BS2 -81338905E 0G IB3249397728E GO IB13 .93237276E 00 IB23 .15375084E 00 IB33 BS266E-05 LAT -43301751E 02 LGNI .12554690E 03 GANI .60318506E-02 SIGI	, e	19042582E_00_	RDOT - 43338830E-02	-1204254E		TABY	55/438 01	CAR2 .9377	10-3761
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.39717499E-14-48AR .11509266E-05 LAT43301751E 02 LONI .12554690E 03 CAMI .60318506E-02 SIGI .11789020E.0	TB12-	-30 754901E 00	1822 .81338905E 00	32 17565346E. 32 49397728E	1813 9323277E	1821561 1823 153	21353£ 75084F	18318055	26625 00
	RHO		.11509266	43301751E	LONI -12554690E	CANT 603	185065-	? 🕶	9

# Appendix A

# PROGRAM VARIABLE DEFINITIONS

The following program variables, located in the COMMON BLOCK, are alphabetized according to their Fortran Mnemonics.

Program Symbol	Variable Definition	Units
ABI(3,3)	Transformation matrix from I to B-frame	Unitless
ACCOM(582)	Dummy common	Unitless
ADG(3,3)	Transformation matrix from G to D-frame	Unitless
ADI(3,3)	Transformation matrix from I to D-frame	Unitless
ADR(3,3)	Transformation matrix from R to D-frame	Unitless
AGR(3,3)	Transformation matrix from R to G-frame	Unitless
AIB(3,3)	Transformation matrix from B to I-frame	Unitless
AID(3,3)	Transformation matrix from D to I-frame	Unitless
AIG(3,3)	Transformation matrix from G to I-frame	Unitless
ALPHT	Total angle-of-attack	rad
ARB(3,3)	Transformation matrix from B to R-frame	Unitless
ARD(3,3)	Transformation matrix from D to R-frame	Unitless
ARI(3,3)	Transformation matrix from I to R-frame	Unitless
ARP(3,3)	Transformation matrix from P to R-frame	Unitless
ATCOM(45)	Dummy common	Unitless
CA	Axial force coefficient	Unitless
CCCOM(13)	Dummy common	Unitless

Program Symbol	Variable Definition	Units
CH(3)	Coefficients for geodetic latitude computations	Unitless
CEN	Yawing moment coefficient	Unitless
CL	Rolling moment coefficient	Unitless
CLMNT(3)	Aerodynamic moment coefficients about vehicle center of mass	Unitless
CM	Pitching moment coefficient	Unitless
CN	Normal force coefficient	Unitless
CNV	57.29577951	deg/rad
CR	Oblate earth radial coefficient	Unitless
CW	Oblate earth spin axis coefficient	Unitless
CPLMN(3)	Aerodynamic moment coefficient vector about moment reference point	Unitless
CXYZ(3)	Aerodynamic force coefficient vector	Unitless
CY	Side force coefficient	Unitless
DIW(3)	Dummy variable used in gravity gradient torque calculation	slugs-ft <sup>2</sup>
DPSI	Difference between geodetic and geocentric latitudes	rad
DREF	Aerodynamic reference diameter	ſt
DT	Integration time step	sec
DTP	Output frequency for tape save	sec
DTSAM	Specified time to save variables for restart	sec
EPCOM(66)	Dummy common	Unitless
FAB(3)	B-frame aerodynamic forces	lb
FAI(3)	I-frame aerodynamic forces	lb
FAR(3)	R-frame aerodynamic forces	1b
FARC(3)	R-frame aerodynamic force coefficients	Unitless
FCA(21,11)	Table of axial force coefficients	Unitless
FCEN(21,11)	Table of yawing moment coefficients about moment reference point	Unitless

Program Symbol	Variable Definition	Units
FCL(21,11)	Table of rolling moment coefficients about moment reference point	Unitless
FCM(21,11)	Table of pitching moment coefficients about moment reference point	Unitless
FCN(21,11)	Table of normal force coefficients	Unitless
FCY(21,11)	Table of side force coefficients	Unitless
FOMI(3)	Aerodynamic term in translational acceleration calculation	ft/sec <sup>2</sup>
FRHO(11,37)	Table of atmospheric densities	kg/m <sup>3</sup>
G(3)	Gravitational acceleration	ft/sec <sup>2</sup>
GAMI	Inertial flight path angle (positive up from local geocentric horizontal)	rad
GAMR	Relative flight path angle (positive up from local geodetic horizontal)	rad
GCR	Temporary variable in acceleration of gravity calculation	ft/sec <sup>2</sup>
GGB(3)	Gravity gradient torques in B= frame	ft-lb
GMAG	Temporary variable in acceleration of gravity calculation	ft/sec <sup>2</sup>
GMASI	Reciprocal of vehicle mass	1/slugs
GMASS	Vehicle mass	slugs
Н	Geodetic altitude	ft
HB(3)	Angular momentum in B-frame	ft-lb-sec
IXYZ(3,3)	Moment of inertia tensor	slugs-ft <sup>2</sup>
IXYZI(3,3)	Inverse of moment of inertia tensor	1/slugs-ft <sup>2</sup>
LAMDA	Inertial longitude measured in I-frame	rad
LAMDE	Earth fixed longitude	rad
LMRP(3)	Temporary variable in aerodynamic moment calculation	Unitless
OMGE	Earth's rotation rate	rad/sec
PCDUM(12)	Dummy common	Unitless
PHIA	Aerodynamic roll angle	rad

Program Symbol	Variable Definition	Units
PHIBK	Bank angle	rad
PI	π	rad
7QR(3)	Angular rates in B-frame	rad/sec
FQRD(3)	Angular accelerations in B-frame	rad/sec <sup>2</sup>
PSI	Geocentric latitude (positive north, negative south of equator)	rad
PSID	Geodetic latitude (positive north, negative south of equator)	rad
Q(4)	Quaternion parameters	Unitless
QBAR	Dynamic pressure	lb/ft <sup>2</sup>
QD(4)	Time derivities of quaternions	1/sec
QSQR	$\sqrt{Q(1)^2 + Q(2)^2 + Q(3)^2 + Q(4)^2}$	Unitless
R(3)	Vehicle I-frame position	ft
R1(3)	Unit vector along vehicle I-frame position	Unitless
RB1(3)	Unit vector along vehicle B-frame position	Unitless
RDOT(3)	Vehicle I-frame translational velocity	ft/sec
RHO	Atmospheric density	slugs/ft <sup>3</sup>
RMAG	Magnitude of vehicle position vector	ft
RPSI	Radius of the earth	ft
RR,RR2	Temporary variables used in gravitational acceleration calculations	Unitless
SD,SJ,SH	Earth's gravitational constants	Unitless
SIGI	Inertial heading (positive clockwise from north)	rad
SIGR	Relative heading (positive clockwise from north)	rad
SPSI,SPSI2	Temporary variables used in gravita- tional acceleration calculation	Unitless
SREF	Aerodynamic reference area	$\mathrm{ft}^2$
SWD,SWH	Temporary variables used in gravitational acceleration calculation	Unitless

Program Symbol	Variable Definition	Units
TAB(3)	Total external torques in B-frame	ft-lb
TALP(11)	Table of angle-of-attack values	rad
TEND	Simulation stop time	sec
THOR	Simulation time	hr
TIME	Simulation time	sec
TLAT(11)	Table of geocentric latitude values	rad
TLNG(37)	Table of longitude values	rad
TOA(3)	Aerodynamic torques in B-frame	ft-lb
TPHIA(21)	Table of aerodynamic roll angle values	rad
TRUN	Total run time	sec
TSUM(3)	Time rate of change of vehicle angular momentum	ft lb
TWOPI	<b>2</b> II	rad
V(3)	Incrtial velocity in I-frame	ft/sec
VACOM(67)	Dummy common	Unitless
VATM(3)	Atmospheric velocity in I-frame	ft/sec
VCCOM(18)	Dummy common	Unitless
VDCOM(107)	Dummy common	Unitless
VDOT(3)	Inertial translation acceleration in I–frame	ft/sec <sup>2</sup>
VID(3)	Inertial velocity in D-frame	ft/sec
VIG(3)	Inertial velocity in G-frame	ft/sec
VIMAG	Magnitude of inertial velocity	ft/sec
VPCOM(39)	Dummy common	Unitless
VRELB(3)	Relative velocity in B-frame	ft/sec
VRELD(3)	Relative velocity in D-frame	ft/sec
VRELG(3)	Relative velocity in G-frame	ft/sec
VRELI(3)	Relative velocity in I-frame	ft/sec
VRMAG	Magnitude of relative velocity	ft/sec
WT	Vchicle weight	lb
WXH(3)	Angular momentum direction change	ft-1b
xcg,ycg,zcg	Cg location in N-frame along x,y, and z-axes, respectively	ft

Program Symbol	Variable Definition	Units
XDUM(27)	Dummy common	Unitless
XDDUM(27)	Dummy common	Unitless
XMRP, YMRP, ZMRP	Moment reference point in N-frame along x, y, and z-axes, respectively	ft

#### Appendix B

#### REFERENCE FRAMES AND TRANSFORMATIONS

#### A. Reference Frames

All reference frames are right handed systems (Figs. B-1, B-2, and B-3).

- 1. I Inertial Frame. The I-frame has its origin at the center of the earth with the  $X_I$  axis through the Greenwich meridian at time zero. The  $Z_I$  axis points through the North Pole and the  $Y_I$  axis completes the right handed system. It is in this frame the accelerations are integrated.
- 2. <u>G Geocentric Frame</u>. The G-frame has its origin at the vehicle's center of mass. The  $\overline{X}_G$  axis points north, the  $\overline{Y}_G$  axis points east, and the  $\overline{Z}_G$  axis is directed downward along the radius vector to the earth's center.
- 3.  $\underline{D}$  Geodetic Frame. The D-frame has its origin at the vehicle's center of mass (Fig. B-2). The  $X_D$  axis points north, the  $Y_D$  axis points east, and the  $Z_D$  axis is directed downward along the local geodetic.
- 4. R Relative Velocity Frame. The R-frame has its origin at the vehicle's center of mass (Fig. B-2). The  $\mathbf{X}_R$  axis is directed along the relative velocity vector. The  $\mathbf{Z}_R$  axis is directed downward in a plane containing the velocity vector and the local geodetic. The  $\mathbf{Y}_R$  axis completes the right handed system.
- 5. <u>B Body Frame</u>. The body fixed B-frame has its origin at the vehicle's center of mass (Fig. B-3). The direction of the axes are chosen so as to be consistent with the definition of aerodynamic parameters. It is in this frame that the external forces and moments are computed.
- 6. N Input Data Reference Frame. This body fixed reference frame is parallel to the B-frame coordinate system with its origin chosen by the user. It is in this frame that the aerodynamic data and mass properties data are read into the program. Usually, it is convenient to choose the aerodynamic moment reference point as the origin of this frame.

Z<sub>1</sub>

Δ<sub>2</sub>

X<sub>D</sub>

X<sub>D</sub>

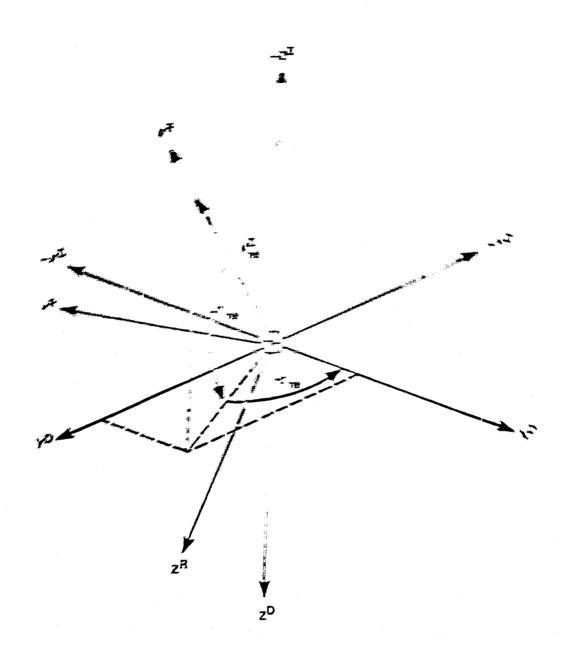
X<sub>D</sub>

Y<sub>D</sub>

$$A^{GI} = [-(90 + \psi)]_{2} [\lambda]_{3}$$

$$A^{DI} = [-(90 + \psi_{D})]_{2} [\lambda]_{3}$$

Figure B-1. Inertial (I), geocentric (G) and geodetic (D) reference frames.



 $A^{RD} = [\gamma_R]_2 - [\sigma_R]_3$ 

Figure B-2. Geodetic (D) and relative velocity (R) reference frames.

 $\mathbf{A^{BR}} = \left[\varphi_{\alpha}\right]_{1} \left[\alpha_{\mathsf{T}}\right]_{2} \left[\varphi_{\mathsf{B}}\right]_{1}$ 

Figure B-3. Relative velocity (R) and Body (B) reference frames.

#### B. Transformations

The transformation matrix  $A^{ML}$  transforms vectors from the L-frame to the M-frame. The matrices are formed by successive rotations through the indicated Euler angles. The rotation  $[\theta]_i$  is used to indicate the direction cosine matrix for a positive rotation about the  $i^{th}$  axis through the angle  $\theta$ . The sequence of rotations is read from right to left. Since all transformations shown are orthogonal, the inverse transformation matrices are merely the transpose of those given.

1. Transformation from I to G-frame AGI

$$\mathbf{A^{GI}} = [-(90 + \psi)]_2 [\lambda]_3$$

where  $\lambda$  = inertial longitude

 $\psi$  = geocentric latitude

2. Transformation from I to D-frame ADI

$$\mathbf{A^{DI}} = [-(90 + \psi_{\mathbf{D}})]_2 [\lambda]_3$$

where  $\lambda$  = inertial longitude

 $\psi_{\mathbf{D}}$  = geodetic latitude

3. Transformation from D to R-frame ARD

$$A^{RD} = [\gamma_R]_2 [\sigma_R]_3$$

where  $\sigma_{\mathbf{R}}$  = relative heading

 $\gamma_{\mathbf{R}}$  = relative flight path angle

4. Transformation from R to B-frame

$$\mathbf{A^{BR}} = [\phi_{\alpha}]_{1} [\alpha_{\mathbf{T}}]_{2} [\phi_{\beta}]_{1}$$

where  $\phi_{\beta}$  = bank angle

 $^{\alpha}$ T = total angle-of-attack

 $\phi_{\alpha}$  = aerodynamic roll angle

#### 5. Transformation from I to B-frame

Initially, the transformation from the I to B-frame is computed by  $A^{BI} = A^{BR} A^{RD} A^{DI}$ 

From the inverse of this transformation, the initial quaternion parameters are computed. The four quaternion parameters are defined as follows:

$$Q_1 = \alpha \sin (\phi/2)$$

$$Q_2 = \beta \sin (\phi/2)$$

$$Q_3 = \gamma \sin (\phi/2)$$

$$Q_A = \cos (\phi/2)$$

where  $\alpha$ ,  $\beta$ , and  $\gamma$  are eigenaxis direction cosines, and  $\phi$  is the eigenaxis rotation angle. The quaternions are initialized as follows:

$$\mathbf{A^{IB}} = \begin{bmatrix} \mathbf{a_{11}} & \mathbf{a_{12}} & \mathbf{a_{13}} \\ \mathbf{a_{21}} & \mathbf{a_{22}} & \mathbf{a_{23}} \\ \mathbf{a_{31}} & \mathbf{a_{32}} & \mathbf{a_{33}} \end{bmatrix}$$

$$Q_4 = \frac{1}{2} \sqrt{1 + a_{11} + a_{22} + a_{33}}$$

If  $Q_4 \neq 0$ ,

$$Q_1 = \frac{1}{4 Q_4} (a_{32} - a_{23})$$

$$Q_2 = \frac{1}{4 Q_4} (a_{13} - a_{31})$$

$$Q_3 = \frac{1}{4 Q_4} (a_{21} - a_{12})$$

If 
$$Q_4 = 0$$
,

$$Q_1 = \sqrt{-\frac{1}{2}(a_{22} + a_{33})}$$

If 
$$Q_1 \neq 0$$
,

$$Q_2 = \frac{1}{4 Q_1} (a_{12} + a_{21})$$

$$Q_3 = \frac{1}{4 Q_1} (a_{13} + a_{31})$$

If 
$$Q_1 = 0$$
,

$$Q_2 = \sqrt{\frac{1}{2} (a_{22} + 1)}$$

If 
$$Q_2 \neq 0$$
,

$$Q_3 = \frac{1}{4 Q_2} (a_{23} + a_{32})$$

If 
$$Q_2 = 0$$
,

$$Q_3 = 1$$

From the integrated values of the quaternion parameter time derivaties, the  $\mathbf{A}^{\mathbf{IB}}$  transformation matrix is updated as shown in Appendix C.

# Appendix C

# **EQUATIONS OF MOTION**

This appendix presents briefly the equations of motion used to describe the dynamics of a vehicle in 6-degrees-of-freedom. The equations were derived for a vehicle of constant mass distribution and the external forces and torques considered were those resulting only from gravity and aerodynamics. The mathematical models for the Earth and gravity can be found in Reference 1. The atmospheric density is an input to the program as a function of position in orbit.

The aerodynamic force and moment coefficients and the atmospheric density are determined by table lookup at each integration step. The aerodynamic coefficients  $(C_A, C_Y, C_N, C_{\ell}, C_m, C_n)$  are a function of total angle-of-attack,  $\alpha_T$ , and aerodynamic roll angle,  $\phi_{\alpha}$ . The density  $(\rho)$  is a function of geocentric latitude,  $\psi$ , and inertial longitude,  $\lambda$ . These angles are defined as

$$\alpha_{\mathbf{T}} = \tan^{-1} \frac{\sqrt{V_{\text{RELB}}(2)^2 + V_{\text{RELB}}(3)^2}}{V_{\text{RELB}}(1)}$$
  $0 \le \alpha_{\mathbf{T}} \le 180^{\circ}$ 

$$\phi_{\alpha} = \tan^{-1} \frac{V_{RELB}(2)}{V_{RELE}(3)}$$

$$0 \le \phi_{\alpha} \le 360^{\circ}$$

$$\psi = \tan^{-1} \frac{R(3)}{\sqrt{R(1)^2 + R(2)^2}} - 90^{\circ} \le \psi \le 90^{\circ}$$

$$\lambda = \tan^{-1} \frac{R(2)}{R(1)} \qquad 0 \le \lambda \le 360^{\circ}$$

where

 $\overline{V}_{RELB}$  = relative velocity vector in B-frame

R = inertial I-frame position vector.

#### A. Translational Motion

The translational equation of motion for a body in the inertial I-frame is

$$\vec{R} = \vec{g} + \frac{1}{m} \vec{F}_{AI}$$

where

 $\vec{R}$  =  $\vec{V}$  = inertial acceleration vector

g = gravitational acceleration vector

m = mass of the body

 $\overline{F}_{AI}$  = I-frame aerodynamic forces

The I-frame velocity equation is

$$\frac{\dot{\mathbf{R}}}{\mathbf{R}} = \mathbf{\overline{V}} = \frac{\dot{\mathbf{R}}}{\mathbf{R}} + \int \mathbf{\overline{R}} d\mathbf{t}$$

where

 $\frac{1}{R}_{o} = \overline{V}_{o} = \text{initial I-frame velocity vector.}$ 

Integrating the velocity vector and adding the initial position, the I-frame position vector is

$$\overline{R} = \overline{R}_0 + \int \dot{\overline{R}} dt$$

where

 $\overline{R}_{O}$  = initial I-frame position vector.

The aerodynamic forces are computed in the body B-frame and transformed into the I-frame for the translational acceleration computation. The B-frame aerodynamic forces are

$$\overline{F}_{AB} = q_{BAR} S_{Ref} \overline{C}_{XYZ}$$

where

$$\overline{C}_{XYZ} = \begin{bmatrix} -C_A \\ C_Y \\ -C_N \end{bmatrix} = B$$
= B-frame aerodynamic force coefficient vector

$$q_{BAR} = \frac{1}{2} \rho |V_{RELB}|^2 = dynamic pressure$$

**S**<sub>Ref</sub> = aerodynamic reference area.

Then the I-frame aerodynamic forces are

$$\overline{F}_{AI} = A^{IB} \overline{F}_{AB}$$
.

## B. Rotational Motion

The equation describing the rotational motion about the center of mass of a rigid body in the rotating B-frame is given by

[I] 
$$\frac{\cdot}{\overline{\omega}} = \overline{T}_{\Delta R} - \overline{\omega} \times ([I] \cdot \overline{\omega})$$

where

$$\begin{bmatrix} \mathbf{I} \end{bmatrix} = \begin{bmatrix} \mathbf{I}_{XX} & -\mathbf{I}_{XY} & -\mathbf{I}_{XZ} \\ -\mathbf{I}_{XY} & \mathbf{I}_{YY} & -\mathbf{I}_{YZ} \\ -\mathbf{I}_{XZ} & -\mathbf{I}_{YZ} & \mathbf{I}_{ZZ} \end{bmatrix} = \text{inertia tensor}$$

 $\frac{\cdot}{\omega}$  =  $\overline{PQRD}$  = B-frame angular aceleration vector

 $\overline{\omega} = \overline{PQR} = B$ -frame angular velocity vector

 $\overline{T}_{AB} = B$ -frame external torques.

Then

$$\overline{\omega} = \overline{\omega}_0 + \int [I]^{-1} [\overline{T}_{AB} - \overline{\omega} \times ([I] \cdot \overline{\omega}) dt$$

where

 $\overline{\omega}_{0}$  = initial B-frame angular velocity vector.

The aerodynamic torques about the vehicles center of mass are

$$\bar{T}_{OA} = q_{BAR} s_{Ref} D_{Ref} \left[ \bar{C}_{PLMN} + \frac{(\bar{X}_{MRP} - \bar{X}_{CG})}{D_{Ref}} \times \bar{C}_{XYZ} \right]$$

where

 $\mathbf{D_{Ref}}$  = aerodynamic reference diameter

$$\overline{C}_{PLMN} = \begin{bmatrix} C_{\chi} \\ C_{m} \\ C_{n} \end{bmatrix} = \begin{array}{c} \text{moment coefficients about the moment reference point} \\ \end{array}$$

 $\overline{X}_{MRP}$  = aerodynamic moment reference point

 $\overline{X}_{CG}$  = center of mass location.

The gravitational torques are given by

$$\overline{GGB} = \frac{3 \text{ GM}}{|R|^3} [\overline{RB1} \times [I] \overline{RB1}]$$

where

GM = product of universal gravitational constant and the mass of the earth

RB1 = unit vector along body B-frame position.

The B-frame external torques are

$$\overline{T}_{AB} = \overline{T}_{OA} + \overline{GGB}$$
.

The quaternion parameters are updated in a simular manner:

$$\bar{\mathbf{Q}} = \bar{\mathbf{Q}}_{\mathbf{Q}} + \int \dot{\bar{\mathbf{Q}}} dt$$

where

 $\mathbf{Q}_{\mathbf{O}}$  = initial quaternion parameters defined in Appendix B.

The time derivity Q is defined as

From these integrated values of  $\overline{\mathbf{Q}},$  the  $\mathbf{A}^{IB}$  transformation matrix is calculated as follows:

$$\mathbf{A^{IB}} = \begin{bmatrix} (2 \ \mathbf{Q_1}^2 + 2 \ \mathbf{Q_4}^2 - 1) & 2(\mathbf{Q_1} \ \mathbf{Q_2} - \mathbf{Q_3} \ \mathbf{Q_4}) & 2(\mathbf{Q_1} \ \mathbf{Q_3} + \mathbf{Q_2} \ \mathbf{Q_4}) \\ \\ 2(\mathbf{Q_1} \ \mathbf{Q_2} + \mathbf{Q_3} \ \mathbf{Q_4}) & (2 \ \mathbf{Q_2}^2 + 2 \ \mathbf{Q_4}^2 - 1) & 2(\mathbf{Q_2} \ \mathbf{Q_3} - \mathbf{Q_1} \ \mathbf{Q_4}) \\ \\ 2(\mathbf{Q_1} \ \mathbf{Q_3} - \mathbf{Q_2} \ \mathbf{Q_4}) & 2(\mathbf{Q_2} \ \mathbf{Q_3} + \mathbf{Q_1} \ \mathbf{Q_4}) & (2 \ \mathbf{Q_3}^2 + 2 \ \mathbf{Q_4}^2 - 1) \end{bmatrix}$$

# Appendix D

# PROGRAM LISTING

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105.	168.	113.	112.	114.	116.	118.	129	121	123.	124.	125.	127.	128.	129.	136.	132	133.	135	136.	136	139	141	142	143.	145	146	147	149.	150	151.	153	155	156.

 $O_{R}I_{GIN_{AL}}$   $O_{F}P_{OO_{R}}$   $QU_{ALITY}$ 

209. C INITIACIZE VARIABLES		12 TEND=TRUM	,				C****READ VEHICLE		13	•	1	•	5 1XXZ(2,3)	[XYZ(1,2]	IXYZ(1,3)	IXVZ(2.3)	1 CJ CAXE	/	1 1 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1		7					-TJENS	00 14	00.14.3	I)XZXXI		14	38.			11. READ(5,15)PSI, LAMDE, RMAC, VINAG, SIGI, GANI	***************************************	15			16	PSIX=PSI						-							GD T0	. 17.		222	C****** INITIALIZE VARIBBLES  (12 TEMD=TRUM+TIME TPETITIAL TPETITIAL TPETITIAL TPETITIAL TPETITIAL TREADY CHILGLE DATA  (13 TEMAT (FRIC) TRAZIC) TRAZI
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E(

C CALL THIST(ANDARIA)  D 23 1=1,3  S199=PD10-90, CRW CALL THIST(ANDARIA)  D 23 1=1,3  D 0 23 1=1,3  D 0 23 1=1,3  D 0 23 1=1,3  D 0 24 1=1,3  D 0 250 1=1,3	; • 10.00	CARABACKIDETIC COMPUTATIONS
CALL THIST(LANDA, AL, 3)		
CALL TWIST(ANDA, MI, 3)	: •	
PS192=510-90,/CNV  CALL-YALST(-PS190,A2,2)  DO 23 1=1,3  DO 23 1=1,3  DO 24 1=1,3  DO 250 1=1,3  CONPUTE INITIAL VELOCITY COMPONENTS (INERTIAL FR  VATH(1) =-ONGE-R(1)  VIC(2) =VING-COS(CAMI) **CINC(1,2)*VIC(2)**VIC(3)**VIC(3)  CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL FR  VATH(1) =-ONGE-R(1)  VATH(1) =-ONGE-R(1)  VATH(1) =-ONGE-R(1)  VATH(1) =-ONGE-R(1)  VATH(1) =-ONGE-R(1)  VATH(1) =-ONGE-R(1)  C DEFAME RELATIVE FROM RELATIVE VELOCITY FRAM TO BODY  C CALL THIST(-ALPHALAI,3)  C CALL THIST(-ALPHALAI,3)  C CALL THIST(-ALPHALAI,3)  DO 30 1=1,3  DO 30 1=1		1,3)
CALL THIST(-PS190,A2,2)  0.0 23 1=1.3  2.3 ALO(1,J)=AL(1,1)*A2(1,J)*AL(1,2)*A2(2,J)*AL(1,3)*A2(3,J)  CC******GEOCEMTRIC COMPUTATIONS  PS90=PS1+99,CMV  CALL THIST(-PS90,A2,2)  DO 24 1=1.3  24 ALG(1,J)=ALD(3,I)  DO 24 1=1.3  25 ALG(1,J)=ALD(3,I)  CC  VIG(1)=VINAC***COS(CAMI)**COS(SIG1)  VIG(2)=VINAC***COS(CAMI)**COS(SIG1)  VIG(2)=VINAC****COS(CAMI)**COS(SIG1)  VIG(2)=VINAC****COS(CAMI)**COS(SIG1)  VIG(2)=VINAC****COS(CAMI)**COS(SIG1)  VIG(2)=VINAC****COS(CAMI)**COS(SIG1)  VIG(2)=VINAC****COS(CAMI)**COS(SIG1)  CC  VIG(1)=VINAC****COS(CAMI)**COS(SIG1)  VIG(2)=VINAC****COS(CAMI)**COS(SIG1)  CC  COMPUTE INITIAL ATHOSPHERIC VELOCITY COMPONENTS(IMERTIAL FR  VATH(2)=OMGF***(2)  VATH(3)=OMGF***(1)  VATH(3)=OMG*****(1)  VATH(3)=OMG*****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG*****(1)  VATH(3)=OMG****(1)  VATH(3)=OMG*****(1)  VATH(3)=OMG*******(1)  VATH(3)=OMG*****(1)  VATH(3)=OMG*****(1)  VATH(3)=OMG********(1)  CC  OMG*****(1)=AND((1,1)***(1)+AND((1,2)***(2)+AND((1,3)***(1)  CC  CALL THIST(-ALPHAL,AI,2)  CC  CALL THIST(-ALPHAL,AI,2)  CC  CALL THIST(-ALPHAL,AI,2)  CO  OMG*****(1)  OMG***********************************	•	PSI93=PSID+90./CNV
DO 23 1=1,3  23 ALO(1,J)=AI(1,I)*22(1,J)*AI(I,2)*A2(2,J)*AI(I,3)*A2(3,J)  C = ALO(1,J)=AI(1,I)*A2(1,J)*AI(I,2)*A2(2,J)*AI(I,3)*A2(3,J)  C = ALO(1,J)=AI(1,I)*A2(1,J)*AI(I,2)*A2(2,J)*AI(I,3)*A2(3,J)  DO 24 J=1,3  DO 24 J=1,3  ALO(1,J)=AID(J,I)  C = D-FRAME. INERTIAL VELOCITY. COMPONENTS  C = VIG(1,J)=AID(J,I)  C = D-FRAME. INERTIAL VELOCITY. COMPONENTS  C = VIG(1,J)=AID(J,I)  C = C = VIG(1,J)*AI(1,J)*AI(1,Z)*AIG(1,Z)*AIG(1,Z)*VIG(3)  C = C = C = C = C = C = C = C = C = C	-	-CALL-THIST(-PS190,A2,2)
23 410(1.3)=41(1.1)=42(1.3)=41(1.2)=42(2,3)=41(1.2)=42(3,3)  C	•	
Commerce Computations  Commerce Computations  Compute INERTIAL VECOTIVE COMPONENTS  Compute INITIAL ATMOSPHERIC VECOTIV COMPONENTS  Conditions  Condit		
C=++++-CEOCCHTRIC COMPUTATIONS  PS90=PS1+90./CNV  CALL TWIST(-PS90-A2,2)  DO 24 J=1,3  24 AIG[1,J]=1,1]  DO 24 J=1,3  DO 350 J=1,3  SE ADI(1,J)=AID(3,1)  VIG(2)=VINGC*COS(GANI)*COS(SIGI)  VIG(2)=VINGC*COS(GANI)*COS(SIGI)  VIG(2)=VINGC*COS(GANI)*COS(SIGI)  VIG(2)=VINGC*COS(GANI)*COS(SIGI)  VIG(2)=VINGC*COS(GANI)*COS(SIGI)  VIG(2)=VINGC*COS(GANI)*COS(SIGI)  CALL TWIST(OPSI,ADG,2)  CALL TWIST	: .	63
PS99-25199.CNV  PS99-25199.CNV  CALL TWIST(-PS94-A2,2)  DO 24 1=1,3  DO 24 1=1,3  DO 24 1=1,3  DO 350 1=1,3  DO 350 1=1,3  DO 350 1=1,3  DO 350 1=1,3  SEARCE IMERTIAL VELOCITY.COMPONENTS  C D-FRAME.IMERTIAL VELOCITY.COMPONENTS  C D-FRAME.IMERTIAL VELOCITY.COMPONENTS  C D-FRAME.IMERTIAL VELOCITY.COMPONENTS  C D-FRAME.IMERTIAL ATMOSPHERIC VELOCITY COMPONENTS(IMERTIAL FR  VAIC(3)=-UNGE*R(2)  VAIC(1)=-NOG(1,1)*VIC(1)*AID(1,2)*VID(2)*AID(1,3)*VID(3)  C RESOLVE VECTORS INTO 1-FRAME  DO 29 1=1,3  VAIC(1)=-ONGE*R(2)  C RESOLVE VECTORS INTO 1-FRAME  C RESOLVE VECTORS INTO 1-FRAME  C D-FRAME.RELATIVE FELOCITY COMPONENTS  OO 39 1=1,3  OO 39 1=1,3  OO 30	•	PRESENTATION OF THE PARTY OF TH
PS90=PS1+90./CNV CALL TWIST(-PS90,AZ,2) D0 24 J=1,3 D0 350 J=1,3 UIG(1)=VING*COS(GANI)*COS(SIGI) VIG(2)=VING*COS(GANI)*COS(SIGI) VIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(SIGI) UIG(2)=VING*COS(GANI)*SIM(GANI) CALL TWIST(D=NGE*R(1) UNTW(1)=-ONGE*R(2) VATW(1)=-ONGE*R(2) VATW(1)=-ONGE*R(2) VATW(1)=-ONGE*R(2) VATW(1)=-ONGE*R(2) UNTW(1)=-ONGE*R(2) UNTW(2)=-ONGE*R(2) UNTW(	•	THE PROPERTY
CALL TWIST(-PS94-A2,2)  DD 24 1=1,3  DD 35 0.41=1,3  DD 35 0.41=1,3  DD 35 0.41=1,3  SS ADI(1,J)=ADD(3,I)  C D-FRANE_INERTIAL_VELOCITY_COMPONENTS  C VIC(1,2)=VINAG=COS(GAMI)*CISSIGID  VIC(2)=VINAG=COS(GAMI)*CISSIGID  VIC(3)=VINAG=COS(GAMI)*SIM(SIGI)  VIC(3)=VINAG=COS(GAMI)*SIM(SIGI)  VIC(3)=VINAG=COS(GAMI)*SIM(SIGI)  VIC(3)=VINAG=COS(GAMI)*SIM(GAMI)  C VIC(1,1)=VINAG=COS(GAMI)*CISSIMGAMI)  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL_FR  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL_FR  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS  C CONPUTE INITIAL ATMOSPHERIC VELOCITY FRAN TO BODY  C C CALL FUEIS(-1,1)*VID(1)*AID(1,2)*A(2)*ADI(1,3)*A(3)  C C CALL FUEIS(-1,1)*AID(1,1)*AID(1,2)*A(2)*ADI(1,2)*A(3)*A(3)  C C CALL FUEIS(-PHIBI,A2,1)  D O O O SI =1,3  SO A(1,1)=VID(1,1)*AID(1,2)*A(1,2)*ADI(1,2	! 	DEGREE OF TABLE
DO 24 1=1,3  24 AIG(LJ)=1,3  26 AIG(LJ)=1,3  DO 350 1=1,3  E D-FRANE-INERTIAL VELOCITY-COMPONENTS  C UIC(1)=VING*COS(GAN!)*COS(SIG!)  VIG(2)=VING*COS(GAN!)*COS(SIG!)  VIG(2)=VING*COS(GAN!)*SIN(SIG!)  VIG(2)=VING*COS(GAN!)*SIN(SIG!)  VIG(3)=VING*COS(GAN!)*SIN(SIG!)  CALL INIST(DPSI,A0G,2)  CALL INIST(DPSI,A0G,2)  C CONPUTE INITIAL ATHOSPHERIC VELOCITY CONPONENTS(INERTIAL FR ANTA)=DHGE*R(1)  VATN(1)=-DHGE*R(1)  VATN(1)=-DHGE*R(1)  VATN(1)=-DHGE*R(1)  VATN(1)=-DHGE*R(1)  VATN(1)=-DHGE*R(1)  VATN(1)=-DHGE*R(1)  VATN(1)=-DHGE*R(1)  C CONPUTE INITIAL ATHOSPHERIC VELOCITY CONPONENTS  C CONPUTE INITIAL ATHOSPHERIC VELOCITY CONPONENTS  C CONPUTE INITIAL ATHOSPHERIC VELOCITY FRAN TO BODY  C D-FRANE-RELATIVE VELOCITY CONPONENTS  C D-FRANE-RELATIVE VELOCITY CONPONENTS  C DETERNING EULER MATRIX FROM RELATIVE VELOCITY FRAN TO BODY  C CALL TWIST(-PHRIAAL)  C D D 30 1=1,3		*C C4 5000-547A 11VJ
2 4 AIG(I,J)=AI(I,I)*A2(I,J)*AI(I,Z)*A2(Z,J)*AI(I,J)*A2(J,J)  2 4 AIG(I,J)=AI(I,I)*A2(I,J)*AI(I,Z)*A2(Z,J)*AI(I,J)*A2(J,J)  0 350 J=I,J  0 350 J=I,J  0 350 J=I,J  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  VIG(J)=VINAG*COS(GANI)*COS(SIGI)  C L. T.		THE RESERVE THE PROPERTY OF TH
24 AIG([,J)=AI(1,J)=A2(1,J)=A1(1,Z)=A2(2,J)=AI(1,J)=A2(3,J)  DO 350 J=1,3  SO ADI((,J)=AID(J,I)  C D-FRAME INERTIAL VELOCITY-COMPONENTS  C VIG(2)=VINAG*COS(GANI)*CSR(SIGI)  VIG(2)=VINAG*COS(GANI)*CSR(SIGI)  VIG(2)=VINAG*COS(GANI)*CSR(SIGI)  VIG(2)=VINAG*COS(GANI)*CSR(SIGI)  VIG(2)=VINAG*COS(GANI)*CSR(SIGI)  VIG(3)=VINAG*COS(GANI)*CSR(SIGI)  C ALL THIST(DPSI,AOG,2)  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL FR  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS  C RESOLVE VECTORS INTO I-FRAME  C RESOLVE VECTORS INTO I-FRAME  C RESOLVE VELATIVE FELOCITY-COMPONENTS  O 351 I=1,3  V(1)=AID(1,1)*VID(1)+AID(1,2)*A(2)+AID(1,3)*A(3)  C D-FRAME RELATIVE FROM RELATIVE VELOCITY FRAM TO BODY  C CALL THIST(-ALPHAI,A1,2)  C ALL THIST(-PHIBI,A2,1)  O 30 J=1,3  O 30 J=1,4	•	7,7
DO 350 1=1,3  DO 350 1=1,3  DO 350 1=1,3  DO 350 1=1,3  SSO ADI(I,J)=AID(J,I)  C D-FRAME_IMERTIAL_VELOCITY_COMPONENTS  VIG(1)=VINAC*COS(GANI)*COS(SIGI)  VIG(2)=VINAC*COS(GANI)*COS(SIGI)  VIG(2)=VINAC*COS(GANI)*COS(SIGI)  VIG(2)=VINAC*COS(GANI)*COS(SIGI)  VIG(2)=VINAC*COS(GANI)*COS(SIGI)  VIG(2)=VINAC*COS(GANI)*COS(SIGI)  VIG(2)=VINAC*COS(GANI)*COS(SIGI)  C CALL THIST (OPE TAGGA)  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INGRTIAL FR  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(2)  VATM(1)=-ONGE*R(1)  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS  C RESOLVE VELORICALIVE VELOCITY COMPONENTS  O		4 AIG(1,1)=A1(1,1)
DO 350 J=1,3  250-Ab1(1,J)=A1D(J,I)  C C D-FRAME_IMERTIAL_VELOCITY_COMPONENTS  C VIG(1)=VINAC^CCOS(CAMI)^*COS(SIGL)  VIG(2)=VINAC^CCOS(CAMI)^*COS(SIGL)  VIG(2)=VINAC^CCOS(CAMI)^*COS(SIGL)  VIG(2)=VINAC^CCOS(CAMI)^*SIM(SIGL)  VIG(2)=VINAC^CCOS(CAMI)^*SIM(SIGL)  VIG(2)=VINAC^CCOS(CAMI)^*SIM(SIGL)  C CALP (TILL STOPSI, Aboo,2)  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERFIAL FR  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERFIAL FR  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERFIAL FR  C CALL (1)=Ab1(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*A(3)  C CALL TUST(-ALPHAI,A1,2)  C C COMPUTE INITIAL COMPUTE COMPONENTS  C C COMPUTE INITIAL COMPUTE COMPUTE  C C COMPUTE INITIAL COMPUTE  C C C C C C C C C C C C C C C C C C C		
350 ADI(I,J.)=AID(J,I)  C	<u>.</u>	350
C D-FRANE_INERTIAL_VELOCITY_COMPONENTS  C VIG(1)=VIMAG*COS(GAMI)*CIG(1)  VIG(2)=VIMAG*COS(GAMI)*SIM(SIG1)  VIG(2)=VIMAG*COS(GAMI)*SIM(SIG1)  VIG(2)=VIMAG*COS(GAMI)*SIM(SIG1)  CALL_TWIST(DPSI,ADG,2)  DD 25_1=1,3  25 VD(1)=ADG(1,1)*VIG(1)+ADG(1,2)*VIG(2)+ADG(1,3)*VIG(3)  C COMPUTE INITIAL ATHOSPHERIC VELOCITY COMPONENTS(IMERTIAL_FRANC)  VATM(1)=-OMG*R(2)  VATM(1)=-OMG*R(2)  VATM(1)=-OMG*R(2)  VATM(1)=-OMG*R(2)  VATM(1)=-OMG*R(1)  VATM(1)=-OMG*R(1)  VATM(1)=-OMG*R(1)  C COMPUTE INITIAL ATHOSPHERIC VELOCITY COMPONENTS  C D-FRANE_RELOCITY_COMPONENTS  DO 351 1=1,3  S31 VRELD(1)=ADI(1,1)*A(1)+ADI(1,2)*A(2)+ADI(1,3)*A(3)  C CALL TWIST(-PHIBI,AZ,1)  C CALL TWIST(-PHIBI,AZ,1)  DO 30 1=1,3  DO 30	2	-350-ADI(I,J)=AID(J,I)
C D-FRAME_IMERTIAL_VELOCITY_COMPONENTS  C VIG(1)=VIMAG*COS(GAMI)*COS(SIGI)  VIG(2)=VIMAG*COS(GAMI)*CSIM(SIGI)  VIG(3)=VIMAG*CIMCGAMI)  CALL TWIST(DPSI,AGG,2)  DO 25_L1,3  25 VID(1)=ADG(1,1)*VIG(1)+ADG(1,2)*VIG(2)+ADG(1,3)*VIG(3)  C COMPUTE INITIAL ATHOSPHERIC VELOCITY COMPONENTS(IMERTIAL FR  VATM(1)=-ONGE*R(2)  VATM(2)=ONGE*R(1)  VATM(3)=0.0  C RESOLVE VECTORS INTO I-FRAME  DO 29 I=1,3  V(1)=ADG(1,1)*VID(1)+ADG(1,2)*VID(2)+ADG(1,3)*VID(3)  C D-FRAME_RELATIVE VELOCITY COMPONENTS  C D-FRAME_RELATIVE VELOCITY COMPONENTS  C D-FRAME_RELATIVE VELOCITY COMPONENTS  C D-FRAME_RELATIVE VELOCITY COMPONENTS  C CALL TWIST(-PHIBI,A2,1)  C CALL TWIST(-PHIBI,A2,1)  DO 30 I=1,3	3.	
C VIG(1)=VINAGFCOS(GANI)*COS(SIGL)  VIG(2)=VINAG*COS(GANI)*SIN(SIGI)  VIG(3)=VINAG*COS(GANI)*SIN(SIGI)  VIG(3)=VINAG*SIN(GANI)  CALL TWIST(DPSI, ADG,2)  DO 25 = 1=1,3  25 VID(1)=ADG(1,1)*VIG(1)+ADG(1,2)*VIG(2)+ADG(1,3)*VIG(3)  C CONPUTE INITIAL ATMOSPHERIC VELOCITY CONPONENTS(INERTIAL FR  VATM(1)=-ONGE*R(1)  VATM(1)=-ONGE*R(2)  VATM(2)=ONGE*R(1)  VATM(3)=0.0  C RESOLVE VECTORS INTO I-FRAME  C C RESOLVE VECTORS INTO I-FRAME  C C C DEFRAME RELATIVE VELOCITY COMPONENTS  C D -FRAME RELATIVE VELOC	4	D-FRANE_INERTIAL_VELOCITY_COMPONENTS
VIG(1)=VINAG*COS(GANI)*COS(SIGI)  VIG(2)=VINAG*COS(GANI)*SIN(SIGI)  VIG(2)=VINAG*COS(GANI)*SIN(SIGI)  VIG(2)=VINAG*SIN(GANI)  CALL IVIST(DPSI_AOG,2)  DO 25 - i = j, 3  25 VID(I)=ADG(I,1)*VIG(I)+ADG(I,2)*VIG(2)+ADG(I,3)*VIG(3)  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL FR  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL FR  C CONPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(INERTIAL FR  C RESOLVE VECTORS INTO I-FRAME  DO 29 I = j, 3  V(1)=AID(I,1)*VID(1)+AID(I,2)*VID(2)+AID(I,3)*VID(3)  C RESOLVE VELATIVE VELOCITY—COMPONENTS  DO 351 I = j, 3  V(1)=ADI(I,1)*A(1)*A(1)*ADI(I,2)*A(2)*ADI(I,3)*A(3)  C DETERMINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-ALPHAI,AI,2)  C CALL TWIST(-ALPHAI,AI,2)  DO 30 I = 1, 3  DO 3	•	
VIG(2)=VINAG*COS(GAMI)*SIM(SIGI) VIG(3)=VINAG*SIM(GAMI) CALL TWIST(DPSI,ADG*2) CALL TWIST(CPSI,ADG*2)  DO 25 L=1,3  Z5 VID(1)=ADG(1,1)*VIG(1)+ADG(1,2)*VIG(2)+ADG(1,3)*VIG(3)  C CONPUTE INITIAL ATMOSPHERIC VELOCITY CONPONENTS(IMERTIAL FR  VATM(1)==ONGE*R(1) VATM(2)=BDGE*R(2) VATM(3)=0.0  C RESOLVE VECTORS INTO 1-FRAME  DO 29 L=1,3  V(1)=A1D(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  C RESOLVE VECTORS INTO 1-FRAME  C RESOLVE VECTORS INTO 1-FRAME  C RESOLVE VECTORS INTO 1-FRAME  C C RESOLVE VECTORS INTO 1-FRAME  C C C C C C C C C C C C C C C C C C C	9	VIG(L)=VINAG*COS(GANI)*COS/SIGI)
VIG(3)=-VINGC*SIN(GANI)  CALL TWIST(DPSI,ADG,2)  DO_25_1=,3  25 VID(1)=ADG(1,1)*VIG(1)+ADG(1,2)*VIG(2)+ADG(1,3)*VIG(3)  C CONPUTE INITIAL ATMOSPHERIC VELOCITY CONPONENTS(INERTIAL FR  VATN(1)=-ONGE*R(2)  VATN(1)=-ONGE*R(2)  VATN(2)=-ONGE*R(1)  VATN(3)=0.0  C RESOLVE VECTORS INTO I-FRAME  DO_29 I=1,3  V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  C D-FRAME RELATIVE VELOCITY-COMPONENTS  O 351 I=1,3  O 351 I=1,3  C DETERMINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-PHIBI,A2,1)  C OD 350 I=1,3  OD 30 J=1,3  DO 30 J=1,3	7.	VIG(2)=VIMAG*COS(GAMIV*STR(STGI)
CALL TWIST(DEST, ADG, 2)  DO 25-1=1,3  25 VID(1)=ADG(1,1)*VIG(1)+ADG(1,2)*VIG(2)+ADG(1,3)*VIG(3)  C CONPUTE INITIAL ATHOSPHERIC VELOCITY CONPONENTS(INERTIAL FR VAIN(2)=0HGE*R(1) VAIN(3)=0.0  C RESOLVE VECTORS INTO I-FRAME  DO 29 I=1,3  V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 V(1)=ADJ(1,1)*VID(1)+AID(1,2)*A(2)+ADI(1,3)*A(3)  C D-FRAME RELATIVE VELOCITY COMPONENTS  DO 351 I=1,3  C DETERMINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-ALPHAI, A1,2)  C CALL TWIST(-PHIBI, A2,1)  DO 30 J=1,3  DO 30 J=1,3  DO 30 J=1,3	8	V16(3)=-V18(4)=-V18(4)
25 VID(I)=ADG(I,1)*VIG(I)+ADG(I,2)*VIG(2)+ADG(I,3)*VIG(3)  C CONPUTE INITIAL ATHOSPHERIC VELOCITY CONPONENTS(INERTIAL FR  VATN(1)=-ONGE*R(2)  VATN(2)=ONGE*R(1)  VATN(3)=0.0  C RESOLVE VECTORS INTO I-FRAME  DO 29 I=1,3  V(I)=AID(I,1)*VID(I)+AID(I,2)*VID(2)+AID(I,3)*VID(3)  C D-FRAME RELATIVE VELOCITY-COMPONENTS  C D-FRAME RELATIVE VELOCITY-COMPONENTS  C D-FRAME RELATIVE VELOCITY-COMPONENTS  C CALL TWIST(-ALPHAI,AI,2)  C CALL TWIST(-ALPHAI,AI,2)  C CALL TWIST(-PHIBI,A2,1)  DO 30 J=1,3  DO 30 J=1,		CALL TWIST(DPSI_ADG_2)
25 VID(I)=ADG(I,I)*VIG(I)+ADG(I,2)*VIG(2)+ADG(I,3)*VIG(3)  C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(IMERTIAL FR  VATM(2)=DMGE*R(1)  VATM(2)=DMGE*R(1)  VATM(2)=DMGE*R(1)  VATM(3)=0.0  C RESOLVE VECTORS INTO I-FRAME  DO 29 I=1,3  V(I)=ALD(I,1)*VID(I)+AID(I,2)*VID(2)+AID(I,3)*VID(3)  C D-FRAME RELATIVE VELOCITY COMPONENTS  DO 351 I=1,3  351 VRELD(I)=ADI(I,1)*A(I)+ADI(I,2)*A(2)+ADI(I,3)*A(3)  C CALL TWIST(-ALPHAI,AI,2)  C CALL TWIST(-PHIBI,A2,1)  DO 30 I=1,3  DO 30 J=1,3  DO 30 J=1,3  AAGI 13: ALICITY AND COMPONENTS  C AND AGI 13: ALICITY AND COMPONENTS  C AND AGI 13: ALICITY AND COMPONENTS  DO 30 J=1,3  DO 30 J=1,4	<b></b>	00_25_1=1.3
C COMPUTE INITIAL ATMOSPHERIC VELOCITY COMPONENTS(IMERTIAL FR VATM(1)=-OMGE*R(1) VATM(2)=DMGE*R(1) VATM(3)=0.0 C RESOLVE VECTORS INTO I-FRAME C RESOLVE VECTORS INTO I-FRAME DD 29 I=1,3 V(1)=ALDI(1,1)*VID(1)+ALD(1,2)*VID(2)+ALD(1,3)*VID(3) C D-FRAME RELATIVE VELOCITY COMPONENTS DO 351 I=1,3 354 VRELD(1)=ADI(1,1)*A(1)+ADI(1,2)*A(2)+ADI(1,3)*A(3) C CALL TWIST(-ALPHAI,A1,2) C CALL TWIST(-PHIBI,A2,1) DO 30 J=1,3	•	
C COMPUTE INITIAL ATHOSPHERIC VELOCITY COMPONENTS(INERTIAL FR  VATM(1) = -OMGE*R(2)  VATM(2) = OMGE*R(1)  VATM(3) = 0.0  C RESOLVE VECTORS INTO I-FRAME  DD 29 I=1,3  V(1) = AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 A(1)=V(1)-VATM(1)  C D-FRAME RELATIVE "ELOCITY-COMPONENTS  D 351 I=1,3  D -FRAME RELATIVE "ELOCITY-COMPONENTS  C C CALL TWIST(-ALPHAL,AI,2)  C C CALL TWIST(-PHIBI,A2,1)  D 30 30 1=1,3  D 30 30-1,3  AACL TWIST(-PHIBI,A2,1)	~	
C VATM(1) = -ONGE*R(2) VATM(2) = ONGE*R(1) VATM(2) = ONGE*R(1) VATM(2) = ONGE*R(1) VATM(3) = 0.0  C RESOLVE VECTORS INTO I - FRAME  DD 29 I = 1, 3 V(1) = AID(1,1)*VID(1) + AID(1,2)*VID(2) + AID(1,3)*VID(3)  29 A(1) = V(1) - VATM(1)  C D - FRAME RELATIVE "ELOCITY COMPONENTS  D 351 VRELD(1) = AD1(1,1)*A(1) + AD1(1,2)*A(2) + AD1(1,3)*A(3)  C CALL TWIST(-ALPHAL,A1,2)  C CALL TWIST(-PHIBI,A2,1) DO 30 J = 1,3 D	3.	COMPUTE INITIAL ATHOSPHERIC VELOCITY COMPONENTS/IMERTIAL
VATW(1)=-OMGE*R(2)  VATW(2)=OMGE*R(1)  VATW(3)=0.0  C  RESOLVE VECTORS INTO 1-FRAME  DO 29 1=1,3  V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 A(1)=V(1)-VATW(1)  C  DO 351 1=1,3  351 VRELD(1)=AD1(1,1)*A(1)+AD1(1,2)*A(2)+AD1(1,3)*A(3)  C  C  C  C  C  C  C  C  C  C  C  C  C	•	
VAIN(2)=DMGE*R(1)  VATN(3)=0.0  C  RESOLVE VECTORS INTO 1-FRAME  C  DO 29 1=1,3  V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 A(1)=V(1)-VATN(1)  C  D-FRAME RELATIVE VELOCITY COMPONENTS  DO 351 1=1,3  351 VRELD(1)=AD1(1,1)*A(1)+AD1(1,2)*A(2)+AD1(1,3)*A(3)  C  C  C  C  C  C  C  C  C  C  C  C  C		VATN(1)=-ONGE*R(2)
C RESOLVE VECTORS INTO I-FRAME  C RESOLVE VECTORS INTO I-FRAME  DO 29 I=1,3 V(I)=AID(I,1)*VID(1)+AID(I,2)*VID(2)+AID(I,3)*VID(3)  29 A(I)=V(I)-VATM(I)  C D-FRAME RELATIVE VELOCITY COMPONENTS  DO 351 I=1,3 351 VRELD(I)=ADI(I,1)*A(I)+ADI(I,2)*A(2)+ADI(I,3)*A(3)  C DETERMINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-ALPHAI,AI,2)  C CALL TWIST(-PHIBI,A2,1)  DO 30 I=1,3 DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3		VAIN(2)=0HGE*R(1)
C RESOLVE VECTORS INTO 1-FRAME  C DO 29 [=1,3] V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 A(1)=V(1)-VATH(1)  C D-FRAME RELATIVE VELOCITY COMPONENTS  00 351 I=1,3  C DETERMINE EULER MATHIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-ALPHAL,A1,2)  C CALL TWIST(-PHIBI,A2,1)  00 30 1=1,3  00 30 J=1,3  A30 A3(1,3)*A1(1	:	WATN(3)=0.0
C RESOLVE VECTORS INTO I-FRAME  DD 29 I=1,3 V(1)=ALD(1,1)*VID(1)+ALD(1,2)*VID(2)+ALD(1,3)*VID(3)  29 A(1)=V(1)-VATH(1) C D-FRAME_RELATIVE_VELOCITY_COMPONENTS DO 351 I=1,3 C C DETERMINE_EULER_MATHIX_FROM_RELATIVE_VELOCITY_FRAM_TO_BODY C C CALL TWIST(-ALPHAL,A1,2) C CALL TWIST(-PHIBI,A2,1) DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3	3.	<b>3</b>
DO 29 I=1,3 V(I)=ALD(I,1)*VID(I)+AID(I,2)*VID(2)+AID(I,3)*VID(3)  29 A(I)=V(I)-VATH(I) C D-FRAME_RELATIVE_VELOCITY_COMPONENTS DO 351 I=1,3 C C DETERMINE_EULER_MATHIX_FROM_RELATIVE_VELOCITY_FRAM_TO_BODY C C CALL_TWIST(-ALPHAI,AI,2) C CALL_TWIST(-PHIBI,A2,1) DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3	•	RESOLVE VECTORS INTO
DO 29 1=1,3  V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 A(1)=V(1)-VATH(1)  C D-FRAME_RELATIVE_VELOCITY_COMPONENTS  00 351 1=1,3  C C CALL TWIST(-ALPHAL,A1,2)  C C CALL TWIST(-PHIBI,A2,1)  00 30 30 1=1,3  00 30 30 1=1,3  00 30 30 1=1,3  00 30 30 1=1,3  00 30 30 1=1,3  00 30 30 1=1,3		The second secon
V(1)=AID(1,1)*VID(1)+AID(1,2)*VID(2)+AID(1,3)*VID(3)  29 A(1)=V(1)-VATH(1)  C D-FRAME RELATIVE VELOCITY-COMPONENTS  00 351 I=1,3  C C CALL TWIST(-ALPHAL,A1,2)  C CALL TWIST(-PHIBI,A2,1)  00 30 1=1,3  00 30 1=1,3  00 30 1=1,3  00 30 1=1,3  00 30 1=1,3  00 30 1=1,3  00 30 1=1,3	•	00 29 1=1,3
29 A(I)=V(I)-VATM(I)  C D-FRAME RELATIVE FLOCITY COMPONENTS  00 351 I=1,3  351 VRELD(I)=ADI(I,I)*A(I)+ADI(I,2)*A(2)+ADI(I,3)*A(3)  C C DETERMINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-ALPHAI,AI,2)  C CALL TWIST(-PHIBI,A2,1)  DO 30 I=1,3  DO 30 J=1,3  AACI 135-AI(I) 135-2(1)	· •	- ;
C D-FRAME RELATIVE VELOCITY COMPONENTS  00 351 1=1,3  00 351 1=1,3  c C DETERMINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO BODY  C CALL TWIST(-ALPHAL,A1,2)  CALL TWIST(-PHIBI,A2,1)  00 30 1=1,3  00 30 1=1,3  30 A3(1,3)=14(1))***  A A A A A A A A A A A A A A A A A A		53
00 351 I=1,3 351 VRELD(I)=ADI(I,1)*A(I)+ADI(I,2)*A(2)+ADI(I,3)*A(3)	-	
C DETERMINE EULER MATHIX FROM RELATIVE VELOCITY FRAM TO BODY C CALL TWIST(-PHIBIAZ,1) CALL TWIST(-PHIBIAZ,1) DO 30 1=1,3 DO 30 30 1=1,3 DO 30 30 1=1,3	5.	00 351 1=1,3
C DETERMINE EULER MATHIX FROM RELATIVE VELOCITY FRAM TO BODY C CALL TWIST(-ALPHAL, AL, 2) CALL TWIST(-PHIBL, AZ, 1) DO 30 J=1,3 DO 30 J=1,3 DO 30 J=1,3	•	
C DETERMINE EULER MATHIX FROM RELATIVE VELOCITY FRAM TO BODY C CALL THIST(-ALPHAL,A1,2) CALL TWIST(-PHIBL,A2,1) DO 30 1=1,3 DO 30 1=1,3 DO 30 1=1,3	7.	
C CALL TWIST(-ALPHAL,AI,2). CALL TWIST(-PHIBI,A2,1) 00 30 1=1,3 00 30 4=1,3 30 A3(1:1:-A1(1)))		DETERNINE EULER MATRIX FROM RELATIVE VELOCITY FRAM TO
ge.	•	
		CALL THISTC-ALPHALAI.2)
CE		CALL THISTCHPHRIAD IN
OE.		2
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	· -	

DETERMINE EULER MATRIX FROM LOCAL FRANE TO RELATIVE VELOCITY FRANE WRITE(6,211)((ABP(1,J),J=1,3),I=1,3) FURMAT(1X,10HRMAG =,F10.0/1X,21HGEOCENTRIC LATITUDE =,F10.6/1X WRITE(6,45)RHAG,PSIX,XLAND,VIMAG,SIGIX,GAMIX,PHIBIX,ALPAIX,PHIAIX, AI( [,J)=AID(1,1)\*ADR(1,J)+AID(1,2)\*ADR(2,J)+AID(1,3)\*ADR(3,J)... GANR=ATN2(-VRELD(3),SQRT(VRELD(1)\*VRELD(1)\*VRELD(2)\*VRELD(2)) SIGR=ATM2(VRELD(2),VRELD(1)} į AIB(I,J)=AI(I,1)\*ARB(1,J)+AI(I,2)\*ARB(2,J)+AI(I,3)\*ARB(3,J) DG-709 I=1,3 ... DO 35 J=1,3 35 ADR(1,J)=A1(1,1)\*A2(1,J)+A1(1,2)\*A2(2,J)+A1(1,3)\*A2(3,J) -.. DO 37-1=1,3 750-A2(L,J)=A1(L,1)\*A3(1,J)+A1(L,2)\*A2(2,J)+A1(L,2)\*A3(3,J) 00 31 1=1,3 00 31 J=1,3 44 FORMAT(1X,32H\*\*\*\*\*\*\*INITIAL CONDITIONS\*\*\*\*\*/) I • 1 . 40 FURNAT(1X, 11HCASE NUMBER, 137) CALL EULK6(A18,Q)
WRITE(6,39)(CASE(1),I=1,18)
FURMAT(1H1,18A4//) CALL THIST(-PHIAL, AL.1) CALL THIST(SIGR,A1,3)
CALL THIST(GANR,A2,2) 41 FORMAT(1X,119H-----709 ABI(1, J)=AIB(J, I) ARB(1,J)=A2(J,I) 34 DO 35 I=1,3 00 35 J=1,3 00 37 3=1,3 DO 38 I=1,3 WRITE(6,41) WRITE(6,44) 36 ŝ 38 405. 409. 410. 180.

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S, 11HLONGITUDE = FIO. S/1X, 19HIMERTIAL VELOCITY = FIO. 3/1X, 18MIMERTI - SAL HEADING = FIO. S/1X, 28HIMERTIAL FLIGHT PATH ANGLE = FIO. 6//11, 23	SHVEHICLE ATTITUDE DATA -/1%/114PHIBI +1 =/F10.5/ - S 25%/11H:LPHAI +2 =/F10.5/25%/LHPPHIAI-+1*/P10.5//11%	SIBHINITIAL BODY RATES, STATES BATE - FIG 5/35% 1087AM BATE	S=.F10.5//)	WRITE(6,46)	46	HALLEGOTA (ALMACIA) INTERIOR AND USES - 1804/) - 47 EGRAAT (IX, 20 HTHIS PROGRAM USES - 1804/)			-	211 FORMAT(1X,4HABP ,5X,3E18.7/10X,3E18.7/10X,3E18.7/)	IF(10P11.Eq.0) GO to 600	SRD07(1),R(1), E=1,3), GD(J), DC(J), T, 4)
418.	419.	421.	423.	424.	426.	428	423.	431.	432.	433	435	437.

177 A DA G	R1(2)=R(2)/RHAG	(3) /RMAG	GHAG=GM/(RHAG*RMAG)		~ ~	3	SPSI2=SPSI*SPSI	/SQRT(1.+GF*SPS12)	SJ=15.*SPSI2	,-2.*SPSI2+3.*SPSI2*SPSI2	*SPS12
	R1(2)=R(	R1(3)=RC	GHAG=GM/	RR=RE/RMAG.	RRZ=RR*RR	SPS1=R1(3)	SPS12=SP	RPS I = RE /	57=15.	SD=1./7.	SH=37.*SPS12
	447.	448	449.	450-	451.	452	453.	454	455.	456.	457.

71010-01-00-00		SWD=SH/7.	CRERRY (CH*RR*SPSI*SH+3.*CD*RR2*SD+GJ*SJ)+1.	CW=RR2*(3.*GH*RR*SWH+4.*GD*RR2*SPSI*SWD+2.*GJ*SPSI)	GCR-CHAG*CR	
•	458	459.	460.	461.	462.	•

G(1)=GCR*R1(1)	G(2)=GCR*R1(2)-	G(3)=-GNAG*CW+GCR*R1(3)	H=RMAG-RPSI	PSI=ATN2(R(3), SQRT(R(1)	Z:3
			4 .		
463.	464.	465.	466.	467.	468

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w w w w	S U)  CALL LOUK2(CEM,FCEM,21,PHIA,TPHIA,MPHIA,ALPHT,TALS,WALP,IPMIA,IALP,  S)  CPLM(1)=CL  CPLM(3)=CM  CXX2(1)=-CA  CXX2(1)=-CA  CXX2(2)=CY	63	GCB(1)=GCB(1) GCB(2)=GCB(2) GCB(3)=GCB(3) GCB-QS*DREF DD 64 I=1,3 FAB(1)=CANT( G4 TAR(1)=TOA(1)	C RIGID_BODY DYMANICS  C CONTRACTOR CONTRACT
521. 522. 523. 523. 524. 524. 526.	529. 530. 531. 533. 534.	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5547 5548 5550 5551 5552 5554	553. 553. 553. 563. 564. 566. 567. 571.

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	001	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;
QD(4)=5*(Q(1)*PQR(1)*Q(2)*PQR(2)+Q(3)*PQR(3)) QSQR=SQRT(Q(1)**2+Q(2)**2+Q(3)**2+Q(4)**2) DD 68 1=1,3 DD 68 1=1,3 FAI(1)=AIB(1,1)*FAB(1)+AIB(1,2)*FAB(2)+AIB(1,3)*FAB(3) FONI(1)=FAI(1)*GNAS1 VDDT(1)=FAI(1)*G(1) 68 RDUT(1)=V(1) IF(KUTTA-1) 86,69,86 C C*****PERFORM:END-OF-DTSTEP COMPUTATIONS 69 CONTINUE		DD 105 J=1,3  105 ARD(L,J)=ADR(J,I)  00 106 I=1,3  00 106 J=1,3  106 ARI(I,J)=ARD(I,I)*ADI(I,J)*ARD(I,Z)*ADI(Z,J)*ARD(I,Z)*ADI(Z,J)  00 107 J=1,3  107 ARB(I,J)=ARB(I,I)*ARB(I,J)*ARI(I,Z)*ARB(Z,J)*ARI(I,Z)*AIB(Z,J)*ARI(I,Z)*AIB(Z,J)*ARI(I,Z)*AIB(Z,J)*ARI(I,Z)*AIB(Z,J)*ARI(I,Z)*ARB(I
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639.	MXPR=1
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641.	IF(NXPR.GT.0)TPR=TINE+PROPT+DTP
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643.	CALL BLOCK 6.NP.CASE.MPV.IVAS.PMANE.PVALU.SCALE.IPW.MXPR)
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## REFERENCES

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Grafton, E. A. and Javinen, W. A.: "Users Guide: SRB Reentry Program 'BDBI'." Northrop Services, Inc., Huntsville, Alabama, TN-250-1329, September 1974.

# **APPROVAL**

# USERS GUIDE FOR SKYLAB DYNAMICS PROGRAM, SKYDYN

by M. S. Hopkins

The information in this report has been reviewed for technical content. Review of any information concerning Department of Defense or nuclear energy activities or programs has been made by the MSFC Security Classification Officer. This report, in its entirety, has been determined to be unclassified.

G. D. Hopson

Director, System Dynamics Laboratory

H. N. Scofield

**Control Systems Division**